

(b) if so, whether Government have made any assessment of the Chinese move; and

(c) if so, what are the details thereof stating the implications involved in so far as the country's diamond industry and trade is concerned and the reaction of Government with regard thereto?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI MURASOLI MAR AN): (a) Yes Sir.

(b) and (c) The Gem and Jewellery Export Promotion Council (GJEPC), an autonomous representative body of trade, sponsored by the Ministry of Commerce and Industry, has informed that Chinese delegations have been visiting India and have been having discussions with the office bearers of the GJEPC and their other members having diamond cutting and polishing units for the setting up of diamond cutting and polishing units in China. The interests of Indian diamond industry could be adversely affected if China also becomes a major supplier of the cut and polished diamonds.

The GJEPC has been advised to take effective steps for the further growth of the Indian share in the total world trade in cut and polished diamonds while also ensuring that the predominant market share as has been assiduously carved out by the Indian diamond industry in the world market is not allowed to be adversely affected. Government through the fine tuning of its Exim Policy year after year has been facilitating the exports of this very important sector so as to enable it to maintain India's predominant position in the world market of cut and polished diamonds.

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

Chartering of Flights for Haj 2001

534. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of Air Crafts chartered by Air India for Haj 2001 alongwith the name of their companies;

(b) the terms of contract;

(c) whether the chartering companies have quoted any Air fare per person or per trip; if so, the details thereof and how much fare has been paid to them;

(d) the number of air chartering companies which participated in the global tender and the criteria adopted for their selection; and

(e) what are the handling charges charged by Air India in addition to the fare payable to the chartering companies?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Air India has wetleased six aircraft from M/s. Kampuchea Airlines. The Saudi Arabian Airlines is also participating in Haj-2001 movement.

(b) The terms of contract are (i) carriage of guaranteed minimum of 48,000 pilgrims; (ii) Minimum 178 rotations to/from India to Jeddah in each phase; (iii) operator to fulfil all DGCA requirements; and (iv) liquidated damages for delays beyond five hours.

(c) M£. Kampuchea Airlines have quoted the following air fare per pilgrim:—

For Aircraft upto 20 years of age—Rs.25,991/- (USD 553)

For Aircraft upto 25 years of age—Rs.23,500'- (USD 500)

The Saudi Arabian Airlines have agreed to charge per pilgrim fare at Rs. Sa.OOO'-

(d) Five charter companies namely Air Atlanta, ETA Air Services, Industrial Leasing Company, Air Charter World and Kampuchea Airlines participated in the global tender. The selection of operators for Haj operations is through global tender process. The Haj Tender Committee comprising of officials from Ministry of Civil Aviation, Ministry of External Affairs, DGCA, CHC and Air India is constituted for this purpose. A technical sub-committee comprising of representatives from DGCA and Air India peruses the technical bids. The financial bids of those cleared by technical committee are opened. The Haj Tender Committee negotiate with the charter company who have quoted lowest price and then submits its

recommendations. The charter company is selected on the basis of recommendations of the Haj Tender Committee.

(e) Apart from the fare payable to charter company, the operational expense to be incurred by Air India in respect of 51500 pilgrims to be carried by Kampuchea Airlines is Rs. 6407/- per pilgrim which is towards landing, handling, navigation charges, catering, passenger insurance, etc. As regards Saudi Arabian Airlines, the rate agreed per pilgrim is Rs. 32,000/- for 20,500 pilgrims; and is all inclusive i.e. aircraft, crew, maintenance, insurance plus fuel and all operational expenses.

**Safety of AI and IA Aircrafts fitted with CF6 Engines made
by GEC**

535. SHRI PREM CHAND GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Civil Aviation Authorities have ordered urgent inspection of hundreds of jet engines following their failure in CF6 engines made by General Electric Company;

(b) whether General Electric engines are used in many aircrafts used by Air India, Indian Airlines and some private operators; and

(c) if so, what precautions are being taken by the DGCA to ensure safety of aircrafts in the country?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) No, Sir.

(b) General Electric engines model CF6-50 and CF6-80 are installed on aircraft Airbus B300, Boeing 747-300 and Airbus A310. These aircrafts are in operation with Indian Airlines Ltd. and Air India Ltd.

(c) DGCA carries out continued surveillance of the operators including their aircraft to ensure compliance with rules and regulations for safety of operations. In addition to the service bulletins, service letters issued by the manufacturers, DGCA declares airworthiness directives issued by Civil Aviation Authorities of the country of manufacture as mandatory for